

Lumpers' threat to Iceland

'STOP FROZEN FISH IMPORTS'

HOPES THAT Grimaby's 230-strong lumper force would lift their ban on Icelandic wet fish trawler landings crumbled last week. The lumpers' committee not only ignored a Transport and General Workers' Union meeting called to discuss lifting the ban, but it asked for a nationwide embargo against the import of Icelandic frozen fish as well — a real shock for merchants and processors who are facing an expensive fish shortage this winter.

This would mean a similar ban being imposed by TGWU dockers as frozen imports are brought into the UK through commercial docks.

So far the dockers have shown no inclination to follow the fish porters with such a ban despite overtures from various sections of the industry deprecating their actions.

Earlier in the week there were reports that the ban might be lifted if the lumpers supported a scheme put forward by Humber MPs, John Prescott and Austin Mitchell, to share Icelandic wet fish trawler landings equally between Aberdeen, Fleetwood, Grimsby and Hull, the four major ports where registered fish porters work.

There were conflicting reports of union backing. National Fisheries officer, David Cairns, said the plan would enable the men to control the imports and types of fish brought in by the Icelandic trawlers, so ensuring a constant level of employment.

The union then arranged a series of meetings at the four ports to allow fish porters to decide for themselves whether the scheme was acceptable.

Hours before the Grimsby meeting was due to take place (at midnight on November 9) the Grimsby lumpers' chairman, Tony Edwards, announced his men had no intention of attending the

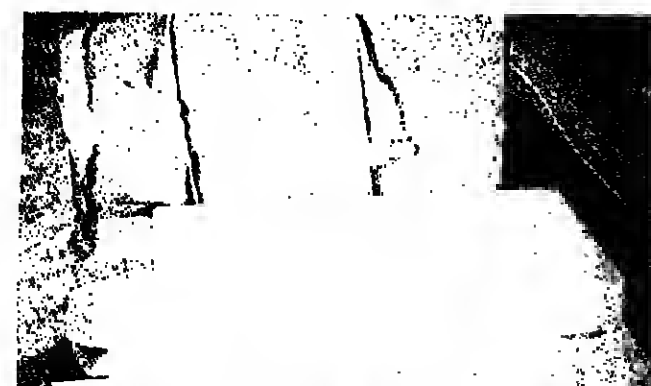
meeting. As far as the men were concerned, the decision by lumpers' representatives to continue the ban taken at Newcastle the Saturday before stood and the men wanted nothing to do with the union proposals.

After consultation with the union the meeting was dropped. However, shortly before the lumpers began work, a deputation of trawler officers — headed by their union representative — Dave Hawley of the Merchant Navy and Airline Officers' Association — arrived on the fish docks.

There was a meeting with Mr. Hawley being among several speakers to address the men. It is understood he emphasised once more his members' feelings over the issue and their strong opposition to further Icelandic landings, of any sort, without British distant water trawlers being allowed back on to the Icelandic grounds.

The next day the lumpers' committee issued a statement to the effect that the ban against Icelandic wet fish trawlers stood and would remain in force unless Iceland is prepared to talk about reciprocal fishing arrangements. It also called for their ban to be extended to frozen Icelandic imports.

The lumpers claimed they had the support of the trawler officers, most of the port's trawler owners and BUT electrical workers.



Frozen blocks (above) and blue halibut (right) unloaded at Hull last week. Consignments such as these are now under threat of a ban.

Halibut in

ICELAND is now sending consignments of frozen fish to the UK under the threat of a ban.

Two loads to come ashore at Hull's commercial docks last week were brought by the ships *Baejafloss* and *Studlafoss*.

Baejafloss had a particularly choice consignment which comprised halibut, cod fillets (skin-on) and plaice. The rather small consignment came ashore at the port's Alexandra Dock. The halibut came in 24 kg. (53lb.) boxes. They were sent by the Icelandic Freezing Plants Corporation co-operative and were labelled blue halibut (*Reinhardtius hippoglossoides*) which is taken off the north of Iceland and around Greenland. The fish is usually sold as mock halibut in the UK.

The other load comprised cod and pollock blocks, plus skin-on cod fillets.

ALL SET FOR LIMIT LINK

A TWO DAY conference gets underway in Ireland tomorrow to unite British and Irish fishermen in their battle to win an acceptable Common Fisheries Policy.

Fishermen and their leaders will be attending the conference which will be addressed by the Irish Fisheries Minister, Brian Lenihan.

He said: "I understand that you will be addressing later this week a conference attended by both Irish and British fishermen."

"We recommended an increase from 70mm to 80mm. To take it up to 90mm would be rather a large step," ASFC secretary, Alan Spencer, told *Fishing News*.

"A rise to 90mm could only be envisaged if the 80mm regulation was put into force and seen to work," he added.

The annual meeting of the Association of Sea Fisheries Committees is being held on November 22, where it is hoped MAFF Minister of State, Edward Bishop, will be making some reference to the new regulations.

See Comment this page

DINGHY POTTER MISSING

A SEARCH of the galavaged Moray coast has been called off after a Lonsmouth fisherman went missing last week-end.

Mr. MacSmith (30) left port on Saturday afternoon in a 14ft. dinghy with a motor.



Frozen blocks (above) and blue halibut (right) unloaded at Hull last week. Consignments such as these are now under threat of a ban.

COMMENT

GOOD NEWS FOR THE NET MAKERS ONLY...

ONCE AGAIN it seems that the fishing industry is to be faced with another example of the transfer of power from Whitehall to Brussels.

If the Ministry of Agriculture and Fisheries goes along with the EEC-inspired recommendation for a minimum mesh size of 90mm for white fish in the North Sea, it will be flying in the face of all advice from its own industry.

The only good news in this sort of drastic regulation is for the net manufacturers. But for a large number of fishermen it is just another way of saying 'stora your gear and come ashore'.

While at present the proposed regulation is only aimed at the North Sea, from past experience it has been seen that controls of this sort have a way of spreading. Imagine what would happen if fisherman in the south-west had to use 90mm nets for sole and plaice. It wouldn't be worth putting to sea.

Nobody in the industry is complacent about the state of white fish stocks in the North Sea and they have shown this by indicating that, in the interests of conservation, they would perhaps endure a minimum net mesh of 80mm. But, as far as 90mm is concerned, this is not conservation it's constipation.

In this column last week we called for strict controls on North Sea fishing in the British sector of the North Sea. By this we meant keeping foreign fishing capacity under control.

If the threat from the Danish fleet can be contained, there should be no need for such stringent measures on nets. As one Scottish skipper told us the other day: "If the French could be made to use even 70mm nets we would be well on the way to dealing with problems of overfishing in the North Sea".

fishing news

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November 18, 1977

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Big cod spoils divided

NORWAY and USSR have made an agreement to divide up next year's cod spoils in the Barents Sea.

The total quota will be unchanged at 810,000 tons. Norwegian and Soviet fishermen will be allowed to catch 340,000 tons each (instead of 330,000 tons this year), leaving 130,000 tons for third-party countries. This is 20,000 tons less than this year.

In addition, Norwegian fishermen will be allowed to catch 40,000 tons of coastal cod while Soviet fishermen are given a similar quota of Murmansk cod.

Of the 130,000 tons for third-party countries, 20,000 tons will be in the Spitzbergen (Svalbard) area. Of the remaining 110,000 tons, Norway will provide 66,000 tons and USSR 44,000 tons — the same ratio as in 1977.

Lines

It was also agreed that it will still be permitted to use nets, lines and hand gear after the quota has been exhausted.

The total quota for had-dock is 150,000 tons. The quotas were agreed at a meeting in Oslo where the Russians accepted cuts in the Soviet catch of certain species in the Norwegian zone.

The catch quota for Soviet fishermen will be 5,000 tons as against 10,000 tons this year; and the blue halibut quota is reduced by 1,500 tons to 12,500 tons. The had-dock quota, at 150,000 tons, is up 20,000 tons on this year. Norwegian and Soviet fishermen will each be allowed 65,000 tons, whilst third-party countries are allocated 20,000 tons; 12,000 tons in the Norwegian zone and 8,000 tons in the Soviet zone.

NORWAY GROUNDS SHUTDOWN

Owner angered by 'greedy partners'

COMMON Market 'greed' ranting in the clampdown on fishing in Norwegian waters led to an angry reaction from Fleetwood trawler owner Peter Hawatt last week.

Mr. Hewett is one of the principals of the Hewett Fishing Co., which has been forced to lay up two of its large side trawlers, *Ella Hewett* and *Robert Hewett*. They are now unable to work distant waters and are not visible on middle waters.

Mr. Hewett said: "We are facing our worst winter for many decades, possibly the worst ever."

He said they thought that they were one of the few fortunate firms when the allocation for cod was signed with the Norwegians.

But he added: "We still had a little of our share of the quota to take up and now we have been left high and dry by the other EEC fishermen."

"The British have played it fair, keeping a tight rein on their quota. As a firm we have nurtured our share very carefully and we had enough left to have sent at least one of our ships to the Norway coast for one more trip before the end of the year when, hopefully, new quotas would be considered."

He said he did not blame the Norwegians for their action. They had always been straight in their fishery dealings with other nations.

"We are being made to suffer because others have not

kept their end of the bargain. We are now finding that political decisions taken over the last few years — including the EEC Common Fisheries Policy cooked up by others just before we entered — are coming home to roost and the whole of the industry is in a terrible state."

He said that both ships had made two trips each on the middle water grounds and added: "We have lost thousands of pounds on these trips."

"Our skippers have not

been used to homewater grounds, but it has not been for want of trying that the trips have been expensive failures."

He said that, apart from

Beer Island and Spitzbergen where they would not want to send their ships in winter time, there was no distant water fishing grounds left open to their vessels.

New Chaldur director

MR. R. D. FORDER has been appointed a director of Chaldur Frozen Fish Co. Ltd. of Grimsby.

Mr. Forder, who joined Chaldur Frozen Fish in 1969 as an accountant, moved on to become company

secretary. He took up his directorship at the beginning of this month.

Other managerial changes in the company are: production, Bill Chellis; sales, Peter Tappin and accounts, Bill Thames.

Fishermen rescued in gale

PLYMOUTH fishermen John Kelly has been rescued from a lifeboat drifting in gale-force winds after his 30ft. hand-liner sank two miles south of Dodman Point, near Mevagissey, Cornwall.

It was soon after 7 a.m. on Monday that Falmouth coastguard picked up a Mayday call from Mr. Kelly saying that his boat, *Seagay*, was taking in water.

A Wessex helicopter from Culdrose Royal Naval Air Station took off and the Falmouth pilot cutter *Landward*, along with Falmouth lifeboat, joined the search.

Landward found Mr. Kelly drifting in his lifeboat — largely because of its fluorescent canopy.

He was taken ashore at Falmouth.

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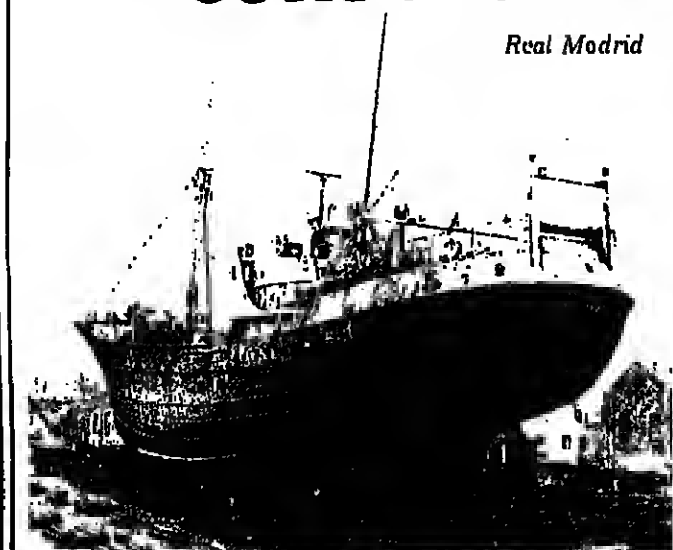
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CONSOLS LAY-UP FOUR



Real Madrid

AT LEAST 60 more fishermen's jobs have been lost at Grimsby as Consolidated Fisheries Ltd., the port's second largest trawler owning firm, has laid-up four of its 11-strong fleet.

The vessels are the 140-footers *Real Madrid*, *Crystal Palace* and *Carlisle* which Consola converted last winter and spring into multi-role vessels with an emphasis on pelagic fishing.

In addition, sister-ship *Huddersfield Town* has been withdrawn from a major refit and laid-up. The move places a big question mark over the future of the vessels.

Real Madrid and *Carlisle* spent a part-season on the south-west mackerel last winter, while *Crystal Palace* was initially chartered for blue whiting.

It had been hoped that all three would return this season to the south-west for mackerel, but new quotas ruled this out.

They had insufficient results industrial fishing and on middle water grounds for white fish.

The company also faces a dilemma over the rest of its operations: distant water fleet. It had four trawlers at sea when Norway imposed its ban and these were diverted to Spitzbergen.

Two MPs demand herring quotas

THE European Council of Agriculture Ministers' agreement to allow the French "a small derogation from the ban on catching North Sea herring" has led to several demands for similar treatment for British boats.

When Fisheries Minister John Silkin reported on the Council's decision to the Commons last week, Jo Grimond (Lib, Orkney and Shetland) and Enoch Powell (Uxbridge, London, South) sought concessions for boats in their constituency.

Mr. Silkin replied to Mr. Grimond that the conditions he had imposed for the derogation were important.

"The first was the acceptance by the council — and the council did accept it — that only the coastal state was in a position to undertake the enforcement of conservation within its coastal waters.

"That was an important factor, I underlined it twice. I found, instead of the usual antagonism, smiles from the French and indeed, others of my council colleagues. So we can take that as a reasonable principle."

His second condition was that if French or other boats came looking for herring in British waters they would be treated with the utmost severity. He had been assured that it would not happen and believed that it would not.

He told Mr. Powell that he felt that scientific evidence would tell them that there would not be a great deal of harm in making the derogation.

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'Othello' ready to start fishing 'down-under'

THE 1,113-ton whole fish freezer *Othello* from Hull is expected to start fishing in the Great Australian Bight next week. She left Hull on September 24 for her new base at Albany and completed the 11,041-mile voyage in 47 days, the only stop being at Cape Town for refuelling.

Skipper Dick Spencer and his crew of 22, mainly Hull men, kept well to schedule, arriving at their destination on November 9.

Othello took out equipment for a fish processing plant which has been built recently in the Albany area.

She is to be joined by two other BUT Hull-based freezers *Cassio* and *Orsini*. Their move follows a deal in which BUT acquired a holding in Southern Ocean Fish Processors Pty Ltd., of Perth and Southern Ocean Trawlers Pty Ltd.

Orsini is still mackerel fishing in home waters but is expected to leave for Australia early in January. *Cassio's* departure is expected to be in February or March.

Some of the crewmen may emigrate to Australia.

NEWLYN PRESSING FOR BIGGER SAY AT PORT

FISHERMEN at Newlyn are pressing for fuller representation on the local harbour commissioners board.

At a meeting in the port last Saturday the 200-strong fishermen's association decided to ask the commissioners to double boat owners' representation from two to four members. Alec

abolish the present boat-size and owner-residence restrictions.

At a recent meeting in Newlyn the commissioners' new club jetty scheme was given full support by fishermen and it was estimated that 70 per cent of those who attended were associating members.

Daphne Lawry, association secretary, commented last weekend: "Because of the backing we have given the harbour recently, and the harbour commissioners' promises, we feel we are justified in expecting arrangements to be made for two extra elected boat-owning harbour commissioners — with no query as to where they live or what size their boat."

"We do think more information about decisions made by the harbour commissioners should be made public."

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Aberdeen base for main gear firm

ONE of the fishing industry's biggest gear suppliers has moved out of Peterhead.

Bridport-Gundry (Scottish) Division has new premises at No. 5 Bond, Regent Road, Aberdeen, which it was felt is a better site for servicing both the fishing and oil industries of Scotland.

Bridport-Gundry has announced that R.R. (Bob) Stanley has joined the firm as Scottish manager.

For many years, he was with Balfast Ropes and he has wide experience of the cordage trade. He represented

the re-organisation is aimed at improving service and delivery of trawl netting and ancillary equipment for customers throughout Scotland.

The board of Bridport-Gundry has met to discuss preliminary arrangements for the year ending July 31, 1977, and proposed a 10 per cent increase in the price of trawl netting to £472,000.

The profit before tax for the year ended July 31, 1977, amounted to £1,076,659.07.

Double-top for Boston

GRIMSBY'S supply of less than 15,000 kits of wet fish last week was one of the lowest since January. The Humber port is also reeling from the news that Norwegian waters are now closed until the New Year to distant water fleets.

The lack of supply was aggravated by more poor trips

from the middle water fleets and, as the days shorten, there was only a handful of sciner landings. Many had returned with tiny catches due to gales halting work in the North Sea.

The only company with much in shout about was the Boston Group which had a welcome change in its fortunes. The firm lifted the top two distant water grossings.

Boston Comanche (Skipper Albert Hollington) checked up £40,819 from 1,212 kits on the Monday market and, then, *Boston Halifax* (Skipper Colin Newton) weighed in last Friday with a

big catch of 1,423 kits which sold for £45,868.

Both vessels had returned from long trips to the Norwegian White Seas and turned out mostly codstuffs.

BUT's Ross Cheetham (Skipper Tom Ross) out-

sculp of former top distant

water trawler *Ross Renown* (Skipper Berry McCall) — now reduced to working the Western Isles and the North Sea.

However, the big sidwinder did improve on her last trip with a grossing of £16,154 from 454 kits.

The 130-footer had the

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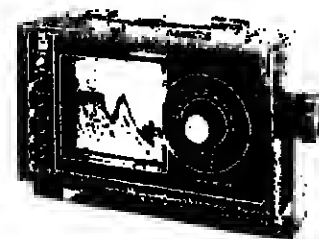
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Merlin back from the breakers

GRANTON MERLIN, the 108ft. North Sea trawler sold by British United Trawlers at Aberdeen in June 1976 to a Welsh firm of ship-breakers, is back at sea fishing.

The 17-year-old motor trawler, which operated from Granton until BUT ceased operations there several years ago, has moved down from Scotland and is now fishing from Grimsby.

It is understood Granton Merlin has been saved from the scrapyard by interests from the Grimsby area with her new skipper, Keith Gunn, as a prime mover.

Granton Merlin had been laid up at Aberdeen for over a year. She arrived

at Grimsby on November 1 and Skipper Gunn took her to sea on her 'maiden' trip from Grimsby on November 9.

The vessel will concentrate mainly on the near water grounds in the North Sea with the occasional trip to the Western Isles and other middle water grounds, depending upon the fishing.

The arrival of Granton Merlin at Grimsby ravages the depressing decline, albeit temporary, of the port's trawling fleets — especially the

North Sea trawlers below 110 ft.

Before the ship moved to Grimsby this section of the fleet had been reduced to just two vessels, Lindsey Trawlers, Lound and Lofoten.

Both Alfred Bannister (Trawlers) Ltd. and Peter Sleight Trawlers Ltd. had been forced to sell their fleets within the past three years. BUT also operated ten 'Bird class' 110-footers, originally built by the Ross Group, from Grimsby. These were transferred to Fleetwood and Scotland in the late 1960s.

GALES BEAT THE FLEET

FLEETWOOD trawlers returned to port last week after again being battered by a succession of gales.

Even the port's pair fishers were unable to overcome the atrocious conditions on the middle-water grounds, and one ship failed to get her trawl over the side for eight days.

The big stern trawlers Fyldsia (Skipper Victor Buschini) and Jacinto (Skipper Bill Taylor) landed a total of only 1,017 kits between them after more than 17 days at sea.

The catch, which sold for a total of £25,837, included 110 kits of cod, 170 of haddock, 700 of coley and 20 of mixed varieties.

There was even less luck for the 172ft. side trawler Ella Hewitt. She limped back to port after an 18-day voyage from middle-waters with only 368 kits — 10 of hake, 60 of cod, 100 of haddock, 140 of coley and 30 of dogs — to gross only £9,086.

It was Boston Whirlwind,

the former Lowestoft 90-footer, which did not shoot her trawl for eight days.

Skipper Jack Kirby managed to bring the vessel back with 201 kits — haddock and coley the main varieties — for a grossing of

£5,707.

It was obviously a bad week for the port's merchants, with daily supplies never exceeding more than 1,200 kits. This resulted in prices hitting the heights.

Big study of coast marks

A COMPREHENSIVE study of the coastal navigation system around the British Isles has been carried out on behalf of the General Lighthouse Authorities (GLA).

The study has resulted in a series of computer programmes which the GLA can now use to evaluate the cost and effectiveness of daymarks, lights, sound signals and radio and radar beacons on the coasts of the UK and Ireland.

EASAMS Ltd. (consultants and systems

engineers within GEC-Marconi Electronics) started the £50,000 study one year ago for the GLA Study Group (comprising Trinity House, the Northern Lighthouse Board, the Commissioners for Irish Lights, the Department of Trade, and the General Council of British Shipping).

Initial trials carried out by the company to check the validity of the programs have confirmed that the scheme is valuable for assessment of what improvements can be made.

EASAMS analysed some 25,000 ship movements in the north-west European area and produced the first clear picture of the pattern of shipping around the UK and Irish coasts.

The aim of the study was to establish how existing aids to navigation can be used best. An example of the factors investigated was that of the ranges and levels of reliability of some of the light and fog signals to find out if their use can be fully justified.

SEINER NOW PAIR-FISHER

THE 80-TON former Fraserburgh seiner Echo has been renamed Cenby. The vessel is a recent addition to company-owned fleet of Tom Sleight (F.S.) Ltd., of Grimsby, which operates more locally owned anchor-soners and multi-purpose craft at the Humber port than any other agency.

Cenby has been converted into a pair trawler and is expected to resume fishing shortly.

The renaming follows the new distinctive Sleight pattern of alloting Lincs-shire village names, ending in 'by', to fresh tonnage in alphabetical sequence.

Under this system, Cenby follows the recent purchases Ashby (ex Dieuwinna) and Brocklesby (ex Thornwood).

New HQ for IMCO

THE INTER-Governmental Maritime Consultative Organisation is to have new headquarters costing £22m at Albert Embankment, London. It has outgrown its present offices in Piccadilly and is now unable to accommodate many of its larger meetings.

IMCO, the United Nations specialised agency concerned with shipping and maritime affairs, has been based in London since its formation in 1959. It deals with technical matters affecting maritime safety and the prevention of marine pollution.

WFA loan rates change

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on November 5.

The new rates of interest for vessels under 80ft. and new engines are: up to five years, 8 per cent; five to 10 years, 9 per cent; 10 to 15 years, 10 per cent; 15 to 20 years, 11 per cent.

For processing plants up to five years, 10 per cent; five to 10 years, 11 per cent; 10 to 15 years, 11 per cent; 15 to 20 years, 11 per cent.

The rates on advances made before November 1, 1977, are unchanged.

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VHF link with fleet NIMRODS TO GO 'ON THE AIR'

NIMRODS fish patrol aircraft will soon be put in direct contact with the fishing fleet at sea.

Many of the fishermen who gave evidence to the Commons committee investigating the fishing industry asked for direct radio communication because of the difficulty

of notifying the presence of poaching foreign vessels.

Both fishermen and the government now place much reliance on the Nimrods for

policing the new 200-mile limit.

The fact that the Ministry of Defence took note of the link-up suggestion is disclosed in a written answer from the Department of Defence this week reporting that VHF sets to give communication direct with VHF sets on fishing vessels are soon to be installed in the Nimrods.

However, the Ministry says that the main aim is to use the link in search and rescue work.

The Ministry says that the Nimrods have played an effective part in the whole field of protection. The prosecutions of a total of 24 skippers of foreign vessels were made as a result of 996 boardings of foreign vessels in the last six months.

Boardings were also made on to 89 British vessels.

Aberdeen on quota

THE ABERDEEN Fish Producers' Organisation has now fallen into line with other Scottish POs in setting a voluntary limit on catches of North Sea haddock and whiting.

A quota of 30 cwt. per person per week has come into force immediately.

It is hoped that this measure, together with those agreed recently by the Scottish Fishermen's Organisation and the Anglo-Scottish Fish Producers' Organisation, will enable fishing to continue

for the remainder of the year.

The current Aberdeen restriction on landings of un-gutted fish continued.

The decision was taken on Friday last week at a meeting of the PO's board of directors. A survey of catches by AFPO vessels had revealed that, during the month of October 1977, the average catch of North Sea haddock and whiting per crew member each week was 22½ cwt. In the first week in November this figure fell to 18 cwt. per man per seven days.

MEN REPATRIATED FROM AFRICA Trouble in the tropics for GRP inshore fleet

FLEETWOOD inshore skipper Ian Fairclough has just returned home from an eventful trip to West Africa. Skipper Fairclough went out as fisheries adviser on a project which saw the sale of five Fleetwood GRP inshore boats — Pilgrim, Cappy, Jeron, Rodolfin and Onward Explorer — to African owners.

The vessels were loaded on board the Danish vessel Ann Sarnved at Fleetwood on August 7.

They were intended to be unloaded at Bonni, in The Gambia, but before they arrived they were refused licences to fish out of the country.

Skipper Fairclough flew out to Dakar and eventually arrived, after jet trips around Africa, at Lome in Togoland where the boats were.

At the end of September the boats were finally released, after the necessary paperwork had been done, but then Skipper Fairclough found that they were full of fresh water as a result of tropical storms.

Hethen took a journey of 800 miles from Lome to Libreville, in Gabon. They bought 9,000 litres of fuel costing £550 per tonne, as against British prices of around £27, and even then the fuel was of poor quality.

There were added problems when two of the five boats had to tow the others because of engine breakdowns. Then the general manager of the owning company, Jack Hilton, told down a hatch and disappeared his shoulder.

It was 10 days before the journey was completed and then they were met with authorities.

They were ordered to anchor offshore for four days and became short of food and water.

Skipper Fairclough explained: "They are very rich in Gabon and they think we are there to steal their money."



Skipper Fairclough — returned from West Africa.

On reaching Libreville they were told to wait for five days outside the 200-mile limit. They refused and asked to be repatriated, which they were. But Skipper Fairclough is still ready to go back to Africa. He said: "The fishery prospects there are terrific. There is plenty of fish but the industry is a hotch-potch. They are suddenly aware of the potential of the fisheries."

Three Danish fishermen fined £492

THREE Danish fishermen were fined a total of £492 on Monday by Grimsby magistrates for taking the Grimsby anchor seiner Morfin Norman to sea without the owner's consent.

The offence was committed after a drinking session in a pub involving Sven Dam (41), Anders Olesen (34) and Hans Jensen (30).

Efforts by the owning agency, Tom Sleight (F.S.) Ltd., to contact the vessel failed. The men brought the seiner back to port after five days.

Dock dues go up

AN INCREASE in British Transport Docks Board charges at Fleetwood just announced takes effect from January 1.

There will be a 10 per cent increase in dock dues and a 17 per cent rise in charges for goods and services.

Tony Winfield, Fleetwood docks manager, said: "We have done our best to keep the increases as low as possible. Inflation is with us, just as it is hitting everyone else, and we have tried to keep our increases to one a year."

"This is the first since this rise on January 1 this year. These increases have been forced on us by inflation and it is a step which we have taken with regret."

He said that other of the port's biggest customers, such as the Fleetwood Fishing Vessel Owners' Association, had separate agreements.

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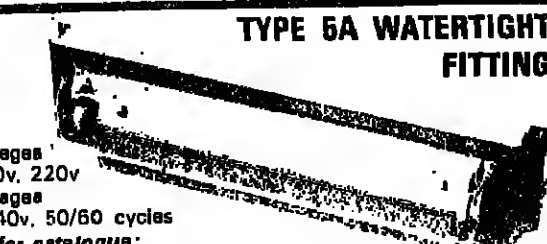
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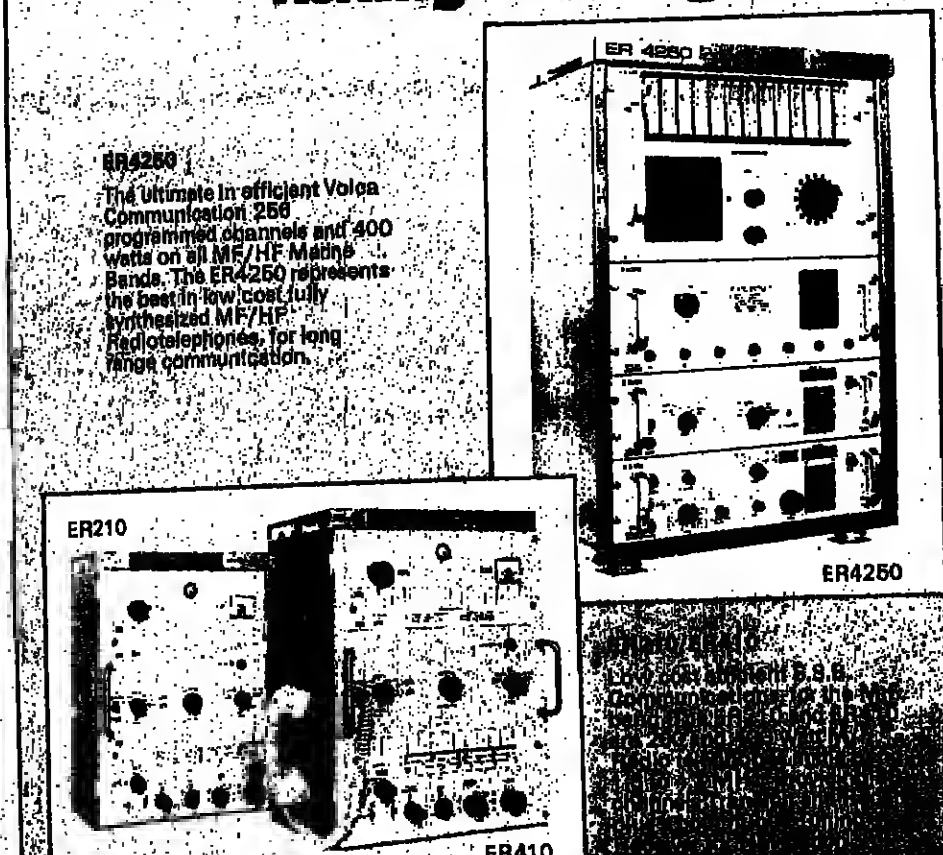
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Ireland's giant wooden boat now launched

THE LARGEST wooden fishing boat ever launched in Ireland (above) is now being completed by the Mevagh Boatyard at Downings, Co. Donegal. The 82-footer has a beam of 23 ft. 9 in. and a draft of 13 ft. Her main engine is the slow-revving Grenae 8F24TK diesel of 880 hp. Skipper George Doherty, a native of Downings now living at Ardara, will take command of the boat when she is completed in January. The Mevagh boat will not be able to claim her 'largest-ever' title for long. Two 88-footers in wood are under construction at Killibegs. Mevagh has just laid the keels of two more boats for Donegal fishermen — a 60 and a 85-footer. It also builds smaller fishing boats in ferro-cement alongside the main boat yard.

SONAR FOR 32-FOOTER

A FATHER and son team will be taking a new GRP 32-footer equipped with a sonar to sea around Christmas.

Skipper Ken Brian and his son, David, will be working the new boat, a GM32 from Cygnus

Marine, out of Newlyn most of the time.

The unit — an investment of around £4,000 — will be used on both white fish and mackerel. She will be one of the smallest commercial boats in the UK to be equipped with sonar.

The boat is a new ven-

ture for Skipper Brian who is an engineer. She will be working white fish longlines, mackerel lining, netting and white fish trawling.

Skipper Brian said he intends to move offshore to fish and, on some trips, stay out overnight or for two days.

He told *Fishing News* that it is getting more difficult to find fish now and the shoals are not so big. You need more sophisticated equipment these days.

The sonar — the American-made Weamer SS 160 — has a range of 500 metres and a 860 deg. search.

Her equipment will include a net and line hauler, trawl winch (possibly by Spencer-Carter) and a stern ganntry. There will be a crew of four and two bunks and a galley module forward. Her main engine is a 108 h.p. Thornycroft Ford.

Seabourne Electronics of Plymouth will be supplying the sonar unit. The firm's sonar applications manager, Roger Giles, told *Fishing News* that he had been waiting for a small Corn-

ish boat to have a sonar fitted for some time.

There has been interest in the Wesmar unit for three years and half the 'big boys' in Cornwall on meckorel have fitted the SS 220, he said. Many of the top skippers of smaller boats had written in for quotes, but they had played a waiting game.

Mr. Brian saw an SS 220 being fitted to one of the Newlyn-based Stevenson fleet of mid-water trawlers.

When on white fish, the sonar will help distinguish the ground rather than above the fish.

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HALF-A-DOZEN boat-builders are now using the basic Cygnus Marine range of GRP hulls to provide fishermen with low-cost and usually no-frills boats.

One firm based in Wales has sold a GM32 for £13,500 — almost £6,000 under the price charged by the hull moulders.

Cygnus director, Chris 'Fub' Brook, told *Fishing News* that generally these firms are not building to WFA standards and they make economies on both the labour and equipment.

Fitting a reconditioned engine can save an owner around £1,000, while working in the open air and cutting labour rates can pare off another £4,000.

"Many fishermen would not like this type of boat, but for others they provide perfectly serviceable craft — a cheaper way of getting to sea."

His own firm is, however, bringing out its own no-frills range soon. The first in this new standard series will be exhibited at the London Boat Show in January.

"The craft will not be built to WFA standards, but a proper standard of construction will be maintained," said Mr. Brook.

The firm which has just completed a GM32 for £13,500 is Weston Workboats of Weston-Super-Mare. She is named *Jubilee Queen*.

Some two years ago David Blackwell bought a GM32 hull from Cygnus and fitted it out himself. He sold the completed vessel and decided to

finish off more hulls for sale part-time.

Soon, partner Julian Morris joined him and now two 32ft. and two 26ft. hulls have been sent to the yard. It is working on a GM37 craft for the Channel Islands and has a GM32 on order.

Jubilee Queen represents very good value for money. The standard of construction is good and no shortcuts have been made. Savings have been made in the hull — there is no varnished woodwork but just a plain basic boat. The GRP hull and internal frames cost around £3,500.

Larch is used for the gunwale capping and the deck beams. The deck and wheelhouse are constructed from marine ply which is sheathed with GRP to reduce maintenance and give a strong, watertight structure.

Jubilee Queen is fitted with her wheelhouse aft, the engine compartment, smidships and a large fish hold forward.

The engine is an industrial Ford 380 unit which the builders marinised. This 16 hp engine is mated to a P.R.M. gearbox with a 3:1 reduction ratio.

The engine is a fully reconditioned unit. A 2 in. stainless steel shaft takes the drive to the three-bladed bronze propeller. Steering is by a Morse Teleflex cable to the balanced rudder. Morse fittings are also used for the engine controls.

The boat comes complete with two 1,400 gph electric bilge pumps: one in the engine compartment and one in the fish hold. Engine is

and Aqua Signal shed, the firm has taken delivery of two 21 ft. hulls and a 26 ft. hull is just being delivered.

Culverwell of Weymouth. One 32-footer finished and another 32-footer on the way.

Another firm has standardised on Cygnus Marine hulls for building trawler-yachts. Bryce Waterhouse Marine of Umberlade, Birmingham, has switched to GRP hulls from buying old wooden fishing vessels for conversion into yachts.

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Mini-purser is sent to Africa

A MINI-purse seiner has been delivered to Africa by a Sussex boatbuilder. The 30-footer will be used to work off a beach on a fisheries development project.

Versatility Workboats of Rye completed the boat, hull number 400, and she has

been shipped to Dakar, Senegal, from Tilbury aboard the cargo ship *Falaba*.

The boat has been built for the United Nations Food and Agriculture Organization of Rome, which runs fisheries development projects in many parts of the world.

The firm's standard Versatility 30 hull was specially moulded with reduced draft for working off beaches. The standard draft of 3 ft. 6 in. was cut-down to 2 ft. 7 in. in the mould.

Bulkheads are of polyurethane foam sandwich GRP and the hull's GRP lay-up ranges from the standard 13 oz of chopped strand mat up to 27 oz. for high stress areas. Stiffeners are moulded in every 18 in.

The fish hold can carry about 3½ tons of fish and is fully insulated, being lined with PVC and having bulkheads fore and aft. The large hatch is positioned forward of the trawl winch.

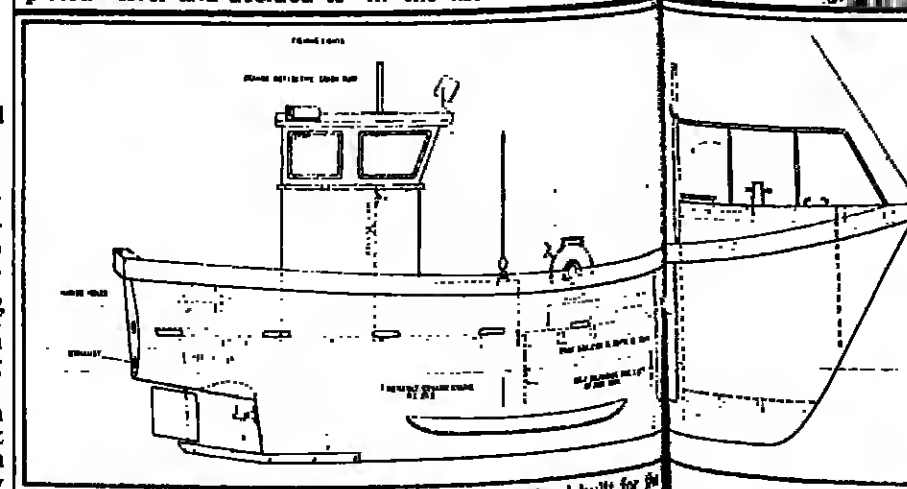
This 1-ton unit — mounted just forward of the aft wheelhouse — has twin barrels of 100 fathom wire capacity and two warping drums. Leslie Morris of Newhaven, Sussex, supplied the hauler and there is a sturdy galvanised steel purse seine davit mounted forward of midships.

Fuel tanks totalling 300 litres are mounted each side of the 56 hp Renault Couach type 8.C.55D main engine which drives through a 2.5:1 Borg-Warner gearbox. On trials — before the engine was run-in — the mini-purser had a speed of 8.75 knots.

Iroko deck beams at 18 in. centres support the 18 mm. marine plywood decks which are protected with four layers of 1½ oz. chopped strand mat using fire retardant resin. This is because the deck will be used for cooking with charcoal stoves.

Oiled iroko has been used for the gunwales and there is crew space and storage forward.

A propeller access trunk is fitted and there are two bilge pumps.



Above: profile drawing of the Versatility 30 (below) built for Rye



50 years ago

NOVEMBER 19, 1927

ABERDEEN trawler *Procyon* sinks after collision with *Tealands* trawler. *Mot off Ratray Head*. *Mot* takes crewmen to Fraserburgh and they row their rescue boat into port and home.

ACTIVITIES of foreign boats partly to blame for the fishing industry at the Cinque ports dying, according to meeting of owners and fishermen at Hastings.

OWNERS Boston Steam Fishing Co. and Marr and Son count the cost of flood damage at Fleetwood after a hurricane. Fishing gear and provisions worth hundreds of pounds destroyed.

WEYMOUTH, Dorset, smack is sunk in a collision with a submarine. Six-man crew is taken off.

TWO engineers die aboard the steam trawler *Bessie* when her boiler explodes. The boiler had not been checked since she was bought.

CREWS of four German steamers observe two minutes' silence on Armistice Day in dock at Fleetwood.

Above left: *Jubilee Queen's* Ford 308 main engine which the builders marinised themselves. This helps to cut down the cost of the boat.

Above: the neat wheelhouse is fitted with the builder's own design windows which could be marketed.

Left: *Jubilee Queen* has been delivered to a Milford Haven owner and the builders, Weston Workboats of Weston-Super-Mare, is now to complete a Cygnus GM37 craft for Jersey.

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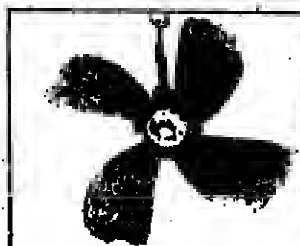
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Ways to choose a winch

"I HAVE INSTALLED a 36hp/2000rpm diesel with 2:1 reduction gear in a 30ft. boat used mainly for trawling."

"I am now thinking about what sort of winch I should buy."

"Please tell me which are the main points to consider when choosing one and where to buy one simple to operate and maintain."

"You must firstly consider the size of trawl you propose to use and depth of water in which you intend to work it."

"You can then calculate how powerful your winch must be and what wire capacity is needed on each drum."

"The winch must have enough power to haul in the trawl against propeller thrust at towing speed and, preferably, a good deal more

for any real emergencies.

A winch exerting a pull equivalent to propeller thrust at maximum engine revolutions is favoured by experienced inshore trawlers.

The winch's wire drums must have a capacity for warp lengths 3-5 times the maximum depths in which you propose to trawl.

If you get a drum in which full drum capacity is to be used, wide ones with at least 5in. diameter centres may prove best.

Having decided on the pull — 1 or 2 ton — and on length and size of wire required for the drums, you must determine the maximum speed at which you will want to haul. Speed of about 100 ft/min. with drum speed of around 25 rpm suits most operators of your size of boat.

You must ascertain overall length of any suitable winch, length and width of its bedplate and its weight.

You must ensure it can be supplied with a reduction gear suitable for use with your engine and type of drive. It must be fitted with efficient brakes and warp

guiding-on gear, and you should consider whether dog or friction clutches would suit you best. Winding drums should be worked independently of wire drums.

The option of either a mechanically or hydraulically operated winch should be considered along with what power is required from the engine to achieve performance in either case. A belt-driven unit will be less expensive initially; a hydraulic unit simpler to install.

A winch, simple to operate and maintain and suited to your sort of trawler, is made by Leslie G. Morris, whose works are at 13 High Street, Newhaven, Sussex.

Known as the Morris 1 ton trawl winch, it has a 20:1 reduction, worm driven gearbox and can be used with 1400-2200 rpm engines. Drum speed is 60-80 rpm and the manufacturer says ideal hauling speed is when an engine runs at about 800 rpm.

The winch has steel dog clutches, avoiding extra maintenance and preventing any slipping. Each 18in. diameter wire drum can accept 120 fm. of 8mm or

John Burgess' Log



10mm warp and has room for bridles.

Centres of drums are only 3in. diameter and, for this reason and because wide flanges are used, guiding-on gear is not necessary.

Warping drums are made of cast iron and are shaped to take several turns without getting a riding turn.

Overall length of the winch is 5ft. and its base is 48in. long by 16in. wide. Both belt-driven and

hydraulic models are available, the hydraulic model being supplied complete with motor, pump and a control valve to stop the winch running back when control is placed in neutral with the clutch still engaged.

Controls are located in the centre of the winch to make dogging-out and braking easier when working single-handed.

Brakes are full wrap type lined with best quality linings.

A standard Morris 1 ton winch is likely to meet your requirements unless you propose to trawl in deep water and require a greater pull. In that case Leslie Morris could supply you with a standard winch fitted with larger drum flanges or with a 14 ton winch also fitted with such flanges.

Unfamiliar species

"LAST WEEK a patch of water near here was thick with creatures which might have been octopus, cuttlefish or squid."

"Please tell me the differences between these species and, if catching them is profitable, how they are caught?"

"Since you write from the south coast, the creatures were almost certainly cuttlefish. For the common cuttlefish, unlike octopus, progresses entirely by swimming."

It has a large bulky head bearing two large eyes and ten sucker-covered arms, its fleshy body supported by a limy skeleton of chalk-like consistency — the so-called bone.

Its back is normally dark brown, striped with white, but is continually changing shade either to match its surroundings or expressing its emotions.

It feeds by shooting out two specially long arms whenever small fish or crustaceans swim within reach, the suckers securing themselves to the prey.

The arms retract to bring the food to the mouth where a powerful beak crushes it in pieces.

Hunting food may be carried out while stationary in the water or swimming slowly.

Avoiding action is taken by ejecting a jet of water from the mantle and darting backwards at high speed. A cloud of dense black ink may also be thrown out as a screen against a predator.

Cuttlefish, which grow to a

size of about 10 in. long, lay large gelatinous eggs, enclosed in an elastic membrane. These are fixed in grape-like clusters to leaves of zostera marina or other suitable surfaces.

The young cuttlefish develops inside the capsule until fully formed and then breaks its way out.

An estuary with sand/mud bottom in which zostera or eel grass grows around low water mark, is a likely area for cuttlefish.

Although the common octopus belongs to the same class of molluscs as the cuttlefish and the squid, it is very different both in appearance and habits.

Its body is bag-like, with a pair of large eyes and eight long arms furnished with two rows of suckers.

Its food consists to a great extent of crabs which are seized by the arms and crushed with the aid of a hard beak.

Its body is usually pale but, when disturbed, rapidly darkens in colour.

The octopus lurks in crevices, occasionally crawling over rocks in search of food. At times it swims for short distances, propelling itself by a jet of water expelled from the mantle cavity.

Its eggs are laid in grape-like clusters attached to the rocks, the young emerging as small, fully-formed octopus.

It grows to a size of about 24 in. across the body and tentacles, and is caught only occasionally on the south coast.

Squid, which grow to a length of about 16 in., resemble cuttlefish more closely than octopus. They are more streamlined than cuttlefish and do not have a hump in their bodies.

A squid's two-eyed head is narrower and, in addition to eight short arms projecting from its top-knots, has two permanently extended arms used to seize prey.

Squid can eject ink screens and jet-propel themselves in a similar way. They may be able to manoeuvre more swiftly than they have lateral fins on either side towards the base of their bodies.

Squid are edible and make excellent bait, as do cuttlefish and octopus.

Squid can be caught on shining, multi-barbed jigs (fitted to lines operated manually or mechanically), but these methods are not used on a commercial scale in British waters. They are mostly caught in trawls by vessels working to the west of the Hebrides and off Rockall.

Cuttlefish off the south coast are also taken in trawls and at least one net maker manufactures trawls specifically for doing so.

More information is available from D. Ridge, West Cliff, West Bay, Bournemouth, Dorset.

French pot makers?

"IN IRELAND recently I saw some very useful-looking plastic prawn pots."

"Moulded on their sides, were the letters STEARMEP-AURAY which presumably means that they were manufactured by a firm in Auray in the north-west of France."

"Do you know the full name and address of this firm?"

"Not knowing the address myself, I'll pass on the request to readers, and forward the answer."

November 18, 1977

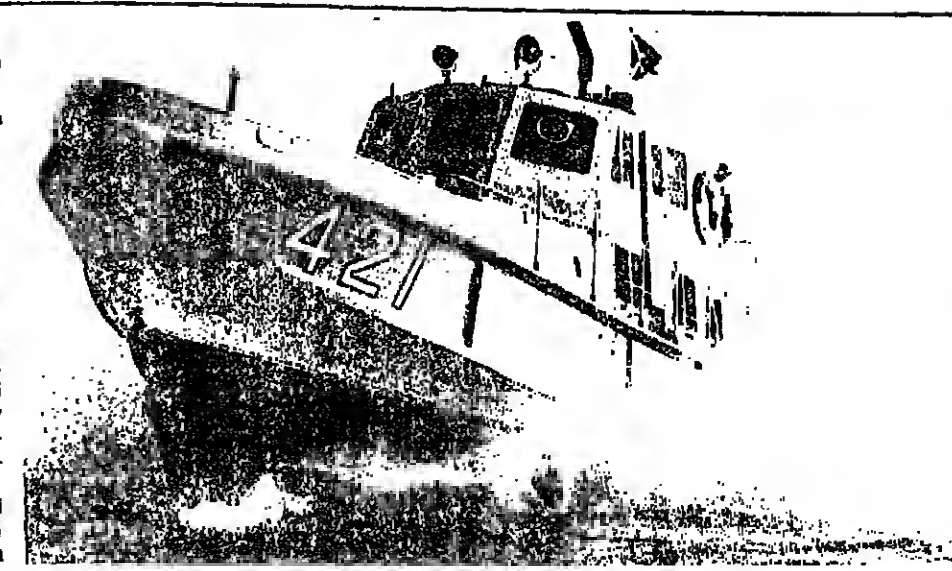
November 18, 1977

Fast trials on Solent

POWERING her way across the Solent (right) is a high-speed fisheries protection craft. She is one of five completed by Cheverton Workboats Ltd. of Cowes, Isle of Wight.

She is based on a 17-metre Cheverton GRP hull, and has an aluminium deck and wheelhouse. Propulsion is by twin GM8V71 TI diesels giving a maximum speed of 24 knots.

All five crafts are for the Sri Lanka navy. They have a range of about 1,000 miles



French 'trick' lands skipper in Irish court

DATES FOR EVIDENCE

THE COMMONS sub-committee inquiry into the fishing industry was taking evidence from the Association of Sea Fisheries Committees yesterday (Thursday).

The sub-committee, which has already published an interim report on its inquiry, will be visiting Billingsgate fish market, London, on Thursday next week at 7.30 am.

On Tuesday, November 29, the sub-committee will be taking more oral evidence — this time from the British Transport Docks Board and the Scottish Division of British Rail.

Sheld has its chance of putting forward views to the sub-committee of MPs when they visit the island on Thursday, December 1. More oral evidence will be heard on December 6 and 13.

HULL trawler sparehand Carl Smith (51) died at sea aboard the side trawler *St. Joseph* last week. His body was landed at Harstrol, Norway, and was being brought by sea to Newcastle.

A HISTORY OF FISHING

"BUSINESS in Great Waters" by John Dyson is published by Angus & Robertson, Ltd. at £12.

THIS IS A very expensive book, but the number and quality of illustrations are exceptionally good.

The book describes the British fishing industry from before it became organised to the end of the second Cod War in the 1970s.

It also tells how recently the British housewife became brainwashed into preferring cod.

The story runs from fish traps to the early beam trawl, from the sailing smacks to steam and then to motor trawlers. It describes the money to be made out of herring, and tells how long it was before British fishermen caught up with the Dutch in curing them. Yet the secret was not hard to discover, part of it being the care of the catch and cleanliness.

There is a lot about the fishing system and the long spells at sea that it caused. Also of the activities of the floating grog-shops, which caused so much misery, and of the mission smacks which countered their influence.

They came, the steam

PUBLICATIONS

trawlers, none of them... held together by cement, iron rust and God's mercy," which took ownership out of the reach of the average ambitious fisherman because of their high cost.

There are one or two statements which one might contest from local knowledge, such as the Brightlingsea fishermen resisting improvements like the steam capstan to the last.

The capstan was adopted very late there, but for another reason — because most of the Colne-based boats were laid-up in the summer, with the crews away manning the big yachts. Improvements of this kind were, therefore, not economic for boats which only worked a few months of every year. They were extremely varied fisheries, not all of them (then) capable of being mechanised.

And again — "radar has done away with the traditional fishing marks and he still does not require a sextant because he can read his latitude and longitude from the dial of the Decca Navigator, which is linked to radio beacons."

Before being granted a Car

tificate of Competency, a skipper still has to show that he knows how to navigate by conventional methods — and fishermen still keep books showing marks which, if correctly laid-up, will ensure a clear tow.

The author could, perhaps, have mentioned the activities of double-beam trawlers and the claims, and counter-claims, about this method of fishing.

These, however, are minor criticisms of a very worthwhile book. Pat O'Driscoll

ROSS SHIP GROUNDS

THE HULL-based side trawler *Ross Conavert* grounded off Norway on Tuesday night this week and the ship was holed below the waterline.

The British United Trawlers-owned side-fisher had left Hull for Bear Island grounds on Sunday. Three ships took off her crew and the men were reported to be safe.

The trawler went to Alesund harbour, Norway, and 15 crewmen were flying home on Wednesday.

Top earner

IN A WEEK of smallish landings at Lowestoft the highest grossing last week was by Colne's stern trawler *St. Patrick*. She landed a 321-kit catch on Monday after 12 days at sea. The catch sold for £13,065.

St. Patrick was under the command of Skipper David Beaford.

Second place went to one of Boston's side trawlers *Boston Wasp* (Sk. Ray Studd). She returned after 12 days at sea with her 276 kits selling for £10,931.

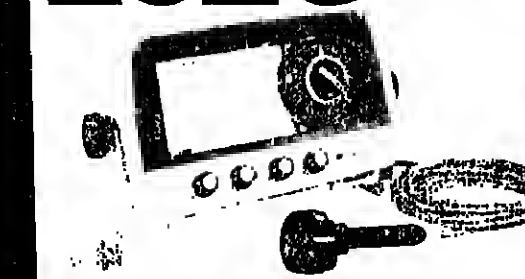
Another Wednesday landing, *Hippoly Queen* (Sk. J. Deacon), sold for £10,820 to take third place.

Fourth position went to another Tallman vessel, the side trawler *Yaxford Queen* (Sk. Colin Reader), which came home on the Tuesday with a 277-kit catch after 13 days to earn £10,115.

On Thursday Colne's side trawler *St. Luke* (Sk. B. Bowler) returned after 12 days with 251 kits which earned £9,870. She took fifth place. In sixth position was *Small & Co's Suffolk Chief* (Sk. Eddie Brighty), which on Monday came home after 11 days with 243 kits earning £9,864.

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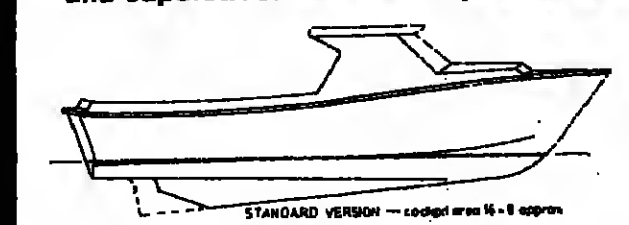


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Part fitting out available. Details on request

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The choice of professionals who know the sea and demand the best.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£45,868: *Boston Halifax*, Boston (Sk. C. Newton), 1,423k, WS, 26 days.
£40,819: *Boston Comanche*, Boston (Sk. A. Hollington), 1,212k, WS, 26 days.
£36,617: *Vianova*, BUT (Sk. E. St. Pierre), 9,671k, WS, 24 days.
£31,109: *Ross Kelly*, BUT (Sk. P. Phillipson), 871k, WS, 26 days.

Midlewater

£21,622: *Ross Cheeta*, BUT (Sk. T. Ross), 733k, W, 17 days.
£16,148: *Ross Renown*, BUT (Sk. B. McCall), 554k, W, 16 days.
£13,865: *Ross Tiger*, BUT (Sk. D. Avery), 473k, W, 15 days.
£13,273: *Ross Cheet*, BUT (Sk. A. Redpath), 487k, W, 16 days.
£12,846: *Kyoko*, Taylor (Sk. J. Dacombel), 374k, W, 16 days.

North Sea

£8,215: *Lynanto*, Lindsey (Sk. C. Nicholls), 207k, NS, 13 days.
£7,629: *Lavendon*, Lindsey (Sk. E. Ireland), 182k, NS, 10 days.

Seiners

£5,493: *Edlei*, Danbrit (Sk. L. Gravesen), 174k, NS, 17 days.
£5,377: *Cherie*, Chapman (Sk. B. Sanderson), 124k, NS, 20 days.
£4,259: *Lavochie*, Sleight (Sk. J. Clark), 137k, NS, 18 days.
£4,041: *Foursome*, Sleight (Sk. G. Comper), 91k, NS, 10 days.
£3,244: *Genara*, Sleight (Sk. W. Murray), 92k, NS, 12 days.
£3,106: *Lindo Lise*, Richardson (Sk. C. Olesen), 79k, NS, 15 days.

Pair teams

£21,699: *Margrethe Bojen* (Sk. Jens Bojen), 586k, and £17,269: *Frances Bojen* (Sk. J. Richardson), 472k, both John R. NS, 12 days.
£13,661: *Jacqueline Borum* (Sk. J. Borum), 426k, and £10,151: *Cori Borum* (Sk. R. Borum), 314k, both Danbrit, NS, 17 days.

£6,513: *Grenno Pearl* (Sk. M. Potterton), 204k, and £5,161: *Grenno Star* (Sk. L. Edward), 156k, both Danbrit, NS, 15 days.

HULL

£41,064: *C. S. Forester*, Newington (Sk. E. Wondridge), 1,552k, BI, 28 days.
£41,234: *Hommond Innes*, Newington (Sk. W. Brettell), 1,265k, BI, 26 days.
£35,698: *Kingston Amber*, BUT (Sk. M. Clark), 986k, WS, 22 days.
£14,683: *Loch Eriboll*, BUT (Sk. P. Wheelodon), 1,086k, WS, 24 days.
£13,131: *Ross Canoveral*, BUT (Sk. D. Spivey), 945k, WS, 23 days.
£11,852: *St. Giles*, Hamling (Sk. J. Humphrey), 856k, WS, 24 days.

Seiners

£8,835: *Sonderborg*, Boston (Sk. C. Johansen), 219k, NS, 21 days.
£4,998: *Visborg*, Boston (Sk. R. Holmes), 12k, NS, 14 days.

FLEETWOOD

Homewater
£15,193: *Gavina Marr* (Sk. A. Barkworth), 597k, 17 days.
£9,090: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint), 392k, 16 days.
£9,085: *Ella Hewett*, Hewett (Sk. J. Buckley), 368k, 18 days.
£6,340: *Andrew Wilson*, Hazael (Sk. R. Farrer), 229k, 14 days.
£5,707: *Howton Whirlwind*, Boston (Sk. P. Weirman), 201k, 16 days.
£4,768: *Rosound*, Ward (Sk. B. Andrews), 176k, 11 days.

Pair teams

£15,321: *Jacinto* (Sk. W. Taylor), 625k, and £10,516: *Fyldeo* (Sk. V. Buschius), 392k, both Marr, 16 days.

ABERDEEN

£20,900: *Clorkwood*, Wood (Sk. S. Thomson), 714k, F, 15 days.
£19,869: *Ben Lui*, Irvin (Sk. T. Nelson), 601k, BS, 21 days.
£12,899: *Grimpton Chieftain*, North Star (Sk. R. Leiper), 396k, S, 15 days.

£12,537: *Ben Heilem*, Irvin (Sk. A. Campbell), 543k, F, 16 days.
£11,198: *Strathclova*, Brucewood (Sk. A. Simpson), 435k, WC, 10 days.
£10,944: *Rowanlea*, BUT (Sk. J. Tait), 485k, WC, 10 days.

LOWESTOFT

£13,055: *St. Patrick*, East Coast (Sk. D. Besford), 321k, NS, 12 days.
£10,931: *Boston Wosp*, Boston (Sk. R. Studd), 276k, NS, 12 days.
£10,620: *Ripley Queen*, Talisman (Sk. J. Deacon), 303k, NS, 12 days.
£10,115: *Yoxford Queen*, Talisman (Sk. C. Reeder), 277k, NS, 13 days.
£9,670: *St. Luke*, East Coast (Sk. B. Bowler), 251k, NS, 12 days.
£9,834: *Suffolk Chieftain*, Hobsan (Sk. E. Brightly), 243k, NS, 11 days.

NORTH SHIELDS

£18,736: *Ben Edra*, Irvin (Sk. R. Palmer), 391,76k, NS, 11 days.
£10,427: *Ben Strone*, Irvin (Sk. E. Longhorn), 18,814k, NS, 10 days.
£5,847: *Sedulous*, AF (Sk. R. McBain), 11,077k, NS, 4 days.
£4,267: *Shorou Rose*, AF (Sk. J. Moddie), 9,940k, NS, 3 days.
£4,240: *Scarlet Cord III*, Irvin (Sk. G. Buchanan Jr.), 9,195k, NS, 4 days.
£4,237: *Fruitful Harvest*, AF (Sk. C. Horn), 6,881k, NS, 3 days.

MILFORD HAVEN

£5,755: *Nurrard Star*, Nurrard (Sk. J. Manson), 124k, 13 days.
£5,182: *Pictou Sealion*, Nurrard (Sk. T. Saller), 112k, 13 days.
£4,195: *Pictou Sea Eagle*, Nurrard (Sk. R. Foster), 90k, 13 days.

GRANTON

£12,973: *Arctic Crusader*, Liston (Sk. P. Wanless), 488k, NS, 12 days.
£10,923: *Arctic Invader*, Liston (Sk. J. Robb), 418k, NS, 13 days.
£9,595: *Arctic Attacker*, Liston (Sk. I. Smith), 394k, NS, 13 days.

KEY: B Bear Island; BS Berents Sea; DW distant water; F Ferros Island; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NB North Sea; O Orkney; R Rockall; S Shetland; W Westerland; WC West Coast; WS White Sea; Sk Skipper; k kilo; c cwt; kg kilo.

BRIMHAM

Prices: large whiting, £3; small, £2.20; best Dover sole, £2.10; cod, £1.50; ling, £1.40; haddock, £1.30; plaice, £1.20; mackerel, £1.10; haddock, £1.00; cod, £0.90; ling, £0.80; haddock, £0.70; plaice, £0.60; mackerel, £0.50; per stone.

PETERHEAD

553 boxes from 22 boats. Prices: cod, £2.20; ling, £2.10; haddock, £2.00; plaice, £1.90; mackerel, £1.80; haddock, £1.70; ling, £1.60; cod, £1.50; per stone.

BILLINGSGATE

ON TUESDAY 100 tons were delivered. Average selling prices on merchants' stalls, unless otherwise stated, per 100 lb: large haddock, £2.20; ling, £2.10; haddock, £2.00; plaice, £1.90; mackerel, £1.80; haddock, £1.70; ling, £1.60; cod, £1.50; per stone.

SELECTED lobsters, £2.50; crabs, £1.50; oysters, £1.50; mussels, £1.50; per 100 lb. Large haddock, £2.20; ling, £2.10; haddock, £2.00; plaice, £1.90; mackerel, £1.80; haddock, £1.70; ling, £1.60; cod, £1.50; per stone.

FROZEN FISH

SCAMPI, £1.10; cod, £1.00; haddock, £0.90; ling, £0.80; mackerel, £0.70; haddock, £0.60; ling, £0.50; cod, £0.40; per stone.

HERRING REPORT

THURSDAY, NOVEMBER 10

Ayr: Nine boats; home market at £17.00/£20.21. Mostly large fulls. Tharbert: 14 boats; home market at £16.80/£18.20. Mostly large fulls. Mallaig: three trawlers, 11 tonnes; two purser, 17 tonnes; home market at £12.20/£14.20. (Uniform in mixed in size. Spent 270/410 per 50 kg.)
Ullapool: 10 trawlers, 70 tonnes; five purser, 118 tonnes; home market at £21.80/£24.4. Slightly mixed to very mixed in size. Spent 300/530 per 50 kg.
Shortway: one trawler, one tonne; three drifters, six tonnes; two pursers, three tonnes; home market at £28/£32.80. Slightly mixed to very mixed in size. Spent 340/480 per 50 kg.

FRIDAY, NOVEMBER 11

Ullapool: four trawlers, 13 tonnes; home market at £21.50. Mixed in size. Spent 420/460 per 50 kg.
Had weather hampered fishing.

THE ONLY FAIR CFP - by Callaghan

BOTH the Prime Minister and the Fisheries Minister have made statements supporting a strong stand during Common Fisheries Policy talks.

Commenting in *The Daily Telegraph* on Tuesday, he said he hoped he would not reach that stage. "I hope I am dealing with reasonable people who will see the force of the argument. But if it turned out I was dealing with people who are totally unreasonable, I would have to look at every possible move I could to preserve fish stocks and I am not sure that the 50 miles would be enough — after all, 200 miles are our limits".

A new argument is now raging in the EEC concerning unilateral measures already taken — they should end this year claims the EEC.

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MV "REPLENISH" (INS. 37)

Build of wood 1957 by John Watt & Sons, Banl. Overall length 65.8 ft., registered 62 ft., breadth 19 ft., depth 8.8 ft., tonnage 46.05. Engine 200 hp Gardner. Vessel rigged for sea use, with 100 ft. of 1/2" rope, 100 ft. of 1/2" rope, 100 ft. of 1/2" rope. Equipment owned: Kelvin Hughes type 17 radar, Kelvin Hughes type 20 sounder, scale recorder. Equipment hired: Deca navigator, plotter, Kelvin Hughes VHF and SSB radio. The boat has a Carron power block plus a spare propeller. Vessel recently completed overhaul, can be inspected at any time in Looe Harbour by arrangement with: J. Edwards, Tel: 01752 32111. Or A. Duthie. Telephone: Looe 32111. 2078. Offers in Writing to A. Duthie, Looe 32111. Closing date: 20th November 1977

DUTCH BUILT STEEL TRAWLER "CHRISTIANA S" (SH 224)

Length 62.31m, 17.81m, depth 7.41m, 38.82 tons. 5 cylinder Sterk heavy duty engine. Auxiliary generators, new pumps, completely fitted out for side trawling with all fishing gear. All electric fitted. All in first class condition and for sale as going concern. Any inspection invited. Price £35,000 including D.T. certificate. SCARBOROUGH FISH SELLING CO. WEST PIER, SCARBOROUGH Telephone: 75253 or 84482 or 70724

STERN trawler 34ft. x 12ft. 6in. 1973, Ford Tripart 250hp, hydraulic gear, 2.1 ton trawl, 1000 hours running, hydraulic winch, pump, exhaust, many extras, fitted for D.T. Ready for fishing. £9,500. Telephone: Winchester 282

STERN trawler 44ft. registered, two ton winch, 100hp, forward wheelhouse, hydraulic steering, galley and accommodation for three. MV sounder and lateral all ship's property. Hired Dec. Seelap dredges and trawls. Telephone: Hayling Island 4800

STERN trawler 36ft. x 12ft. 6in. 1973, Ford Tripart 250hp, hydraulic gear, 2.1 ton trawl, 1000 hours running, hydraulic winch, pump, exhaust, many extras, fitted for D.T. Ready for fishing. £9,500. Telephone: Winchester 282

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For Sale by Private Bargain

MV "REPLENISH" (INS. 37)

Build of wood 1957 by John Watt & Sons, Banl. Overall length 65.8 ft., registered 62 ft., breadth 19 ft., depth 8.8 ft., tonnage 46.05. Engine 200 hp Gardner. Vessel rigged for sea use, with 100 ft. of 1/2" rope, 100 ft. of 1/2" rope, 100 ft. of 1/2" rope. Equipment owned: Kelvin Hughes type 17 radar, Kelvin Hughes type 20 sounder, scale recorder. Equipment hired: Deca navigator, plotter, Kelvin Hughes VHF and SSB radio. The boat has a Carron power block plus a spare propeller. Vessel recently completed overhaul, can be inspected at any time in Looe Harbour by arrangement with: J. Edwards, Tel: 01752 32111. Or A. Duthie. Telephone: Looe 32111. 2078. Offers in Writing to A. Duthie, Looe 32111. Closing date: 20th November 1977

SEAWORKER 22, 150 hours

new, 1500 Ford diesel, Borg Warner box, 16 knots, two ton trawl, 1000 hours running, hydraulic winch, pump, exhaust, many extras, fitted for D.T. Ready for fishing. £9,500. Telephone: Winchester 282

FOR sale Cymru 32ft. stern

number, 1000 Ford diesel, Borg Warner box, 16 knots, two ton trawl, 1000 hours running, hydraulic winch, pump, exhaust, many extras, fitted for D.T. Ready for fishing. £9,500. Telephone: Winchester 282

10ft. mahogany on oak clinker

launch with 1000 Ford diesel, Borg Warner box, 16 knots, two ton trawl, 1000 hours running, hydraulic winch, pump, exhaust, many extras, fitted for D.T. Ready for fishing. £9,500. Telephone: Winchester 282

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 23, 100, Cambridge, Kirkcaldy
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